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No. 19,084

號四十八零千九萬一第

日二初月七年未己

HONGKONG, MONDAY, JULY 28TH, 1919.

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TIME TABLE

WEEK DAYS	
7.00 a.m.	to 8.00 a.m. Every 15 minutes
8.00	to 9.30 " " " 10 "
9.30	to 11.00 " " " 15 "
11.30	to 12.45 p.m. " " " 15 "
12.45 p.m.	to 1.15 " " " 10 "
1.15	to 1.45 " " " 15 "
1.45	to 2.15 " " " 10 "
2.15	to 2.45 " " " 15 "
2.45	to 3.00 " " " 10 "

NIGHT CARS

8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.30 p.m. Every 20 minutes
11.45 p.m.

SATURDAYS
Extra Car—12.00 Midnight.

SUNDAYS

7.30 a.m.	to 10.30 a.m. Every 15 minutes
10.30	to 11.00 a.m. " " " 10 "
11.30	to 12.00 noon " " " 15 "
12.00 noon	to 1.00 p.m. " " " 15 "
1.00 p.m.	to 5.30 " " " 15 "
5.30	to 6.00 " " " 10 "
6.00	to 6.30 " " " 15 "
6.30	to 8.00 " " " 10 "

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SPECIAL CARS by arrangement at the
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cars not already full running at the time
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has been made in Bank Notes or by Cheque
or by Order representing Bank

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TIME-TABLE.

On and after THURSDAY, NOVEMBER 7TH, 1918, until further Notice.

DOWN TRAINS.

Stations	No. 1 Through Express A.M.	No. 2 Local A.M.	No. 3 Through Express P.M.	No. 4 Local P.M.	No. 5 Through Express P.M.	No. 6 Local P.M.	No. 7 Through Express P.M.	No. 8 Local P.M.
CANTON (Tai Shei Tau)	dep. 7.30	dep. 7.45	dep. 8.15	dep. 8.30	dep. 8.45	dep. 9.00	dep. 9.15	dep. 9.30
SHEN LUNG	arr. 7.45	arr. 7.55	arr. 8.25	arr. 8.40	arr. 8.55	arr. 9.10	arr. 9.25	arr. 9.40
Shen Chun	dep. 7.50	dep. 8.00	dep. 8.30	dep. 8.45	dep. 9.00	dep. 9.15	dep. 9.30	dep. 9.45
Shing Mun	dep. 7.55	dep. 8.05	dep. 8.35	dep. 8.50	dep. 9.05	dep. 9.20	dep. 9.35	dep. 9.50
Shing Mun	dep. 8.00	dep. 8.10	dep. 8.40	dep. 8.55	dep. 9.10	dep. 9.25	dep. 9.40	dep. 9.55
Shing Mun	dep. 8.05	dep. 8.15	dep. 8.45	dep. 9.00	dep. 9.15	dep. 9.30	dep. 9.45	dep. 10.00
Shing Mun	dep. 8.10	dep. 8.20	dep. 8.50	dep. 9.05	dep. 9.20	dep. 9.35	dep. 9.50	dep. 10.05
Shing Mun	dep. 8.15	dep. 8.25	dep. 8.55	dep. 9.10	dep. 9.25	dep. 9.40	dep. 9.55	dep. 10.10
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Shing Mun	dep. 8.35	dep. 8.45	dep. 9.15	dep. 9.30	dep. 9.45	dep. 10.00	dep. 10.15	dep. 10.30
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Shing Mun	dep. 9.05	dep. 9.15	dep. 9.45	dep. 10.00	dep. 10.15	dep. 10.30	dep. 10.45	dep. 11.00
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[887]

THE
CORONETJuly 23th, 29th, 30th & 31st, 1919,
at 5.15 & 9.15 p.m.

WILLIAM S. HART

AND

DOROTHY DALTON

IN

"THE DISCIPLE"

[Booking for 9.15 p.m. at ROBINSON'S.]

SHIPPING RIVALRY.

THE UNITED STATES AND JAPAN.
THE WORKERS' QUESTION.

[BY ARTHUR H. HURD.]

We are surely heading for the rocks, and it is deplorable that the only people who appear to be entirely unconscious of the movement are the manual workers—in the shipyards, in the engineering shops, and in the mines. Ships are to us a necessity, not only a necessity for our own use, but they constitute a great foreign trade, for we have always built largely for other nations, and that has represented a great volume of employment of skilled men. What is happening at this moment is that the cost of shipbuilding is rising in this country; it is falling in the United States; and in Japan it represents bedrock prices.

That statement was made to me the other day by one of the most experienced and well-informed observers of the conditions existing in this country, in the United States, and in Japan. He has visited during the last few months all the leading yards in the three countries, and his tour has left him nervous as to the outlook so far as this country is concerned. It was stated the other day in the House of Commons that our output of new ships during the current year will probably fall below 1,000,000 tons, being about half the amount which we turned out in the year preceding the outbreak of war. The workers in the shipbuilding yards, under the inspiration of some trade union leaders, are doing their best to hinder the use of labour-saving appliances, while at the same time agitation is in progress in favour of higher wages and a further reduction of the hours of labour, both of the latter commendable movements if the conditions justify improvement. The miners are pursuing much the same course, and that is reacting on the cost of steel, and also on the overhead charges of engineering works and shipyards. The cumulative effect of all these movements is represented in the increased cost of shipbuilding. That means that the price of new shipping is being stabilised at a high level.

WHAT THE AMERICANS ARE DOING.

What is happening on the other side of the Atlantic? There the shipbuilding industry, and all the associated industries, have undergone an enormous expansion. The number of shipways in the United States far exceeds the number in this country. Gradually the shipbuilding "industry" is being adapted to peace conditions; and, let us make no mistake, with every month that passes, the new workers introduced into the shipyards of the United States under war conditions, are becoming more and more expert. When they were first taken on they were rather clumsy and their work was not first class, but that phase is passing. The other day my friend was walking through an American shipyard when his attention was directed to a man who was riveting under ship, of course using pneumatic riveters. That man had been an agricultural labourer; he had then undergone three weeks' training in the use of the pneumatic riveter, and at this time, after a fortnight in the yard, was riveting in 600 rivets of 1/2 in. diameter in a day. His assistant, the holder-up, had been a workman. These are not isolated instances. Thousands of other cases as remarkable could be quoted to illustrate the adaptability of the Americans to what is virtually a new industry. The men are working hard and for long hours as compared with their British counterparts, and they are making the fullest possible use of labour-saving appliances, as we are not doing in this country. The workers in the United States are not fighting against mechanical equipment, but are welcoming it, because they realise that the cheaper they can build the greater will be the demand, both in the United States and abroad, for the ships they build, and the higher and steeper their wages. Nor is there any opposition to dilution of labour, as there is with us. Consequently, the army of skilled workers in the United States is increasing, and the quality of their work is steadily and consistently improving.

The American shipyards are going to gain no mean advantage from the munition movement. The steel-making capacity of the United States has almost doubled during the past five years. Quantity production means cheap production, and every conceivable mechanical appliance in dealing with the ore, which is close at hand, has been introduced in order to reduce the cost of manufacture. Now the munition movement has suddenly come to an end, and contracts for steel have been cancelled right and left. The result is that America's scale of steel production is far in excess of her normal requirements, and prices are already falling. For a time, owing to the postponement of construction and other works during the war, the American people will be able to absorb a great deal of this steel, and in the meantime tonnage is limited, but eventually the United States will be making an enormous quantity at a very cheap rate, and the surplus will be exported at prices with which British steel-makers will be unable to compete. But even then American shipbuilders will obtain their steel at a considerably lower price than that at which it will be available for shipbuilders in this country.

CHEAP STEEL FROM JAPAN.

But it may be said that Japan will absorb a great deal of this surplus steel. That is a complete misapprehension. Japan is at present dependent to a large extent upon imported steel, but that condition will not continue to exist. The Japanese are now exploiting on a large scale the ores which they have discovered in Korea, and month by month they are extending their foundries for dealing with it. They have obtained valuable ore concessions in China, and this raw material is to be utilised also in Japan. Side by side with this development, old shipyards are being further extended, and new shipyards are being created. Within a short time Japan will be independent of outside sources of supply of material, as she has already ceased to import her anchor chain, and other maritime equipment. Within ten years

(Continued at foot of next column.)

CHURCH AND MEN.

WHY SERVICES FAIL TO MAKE
APPEAL.

[BY THE REV. W. TEMPLE, D.LITT.]

The question "Why men stay away from church" is part of a much larger one. After all, the Church does not exist to be "gone to"; it exists to transform the world. Worship which is not the inspiration of life is empty; salvation which does not in fact save men from the evils which especially distress them is unreal. What every one is now wanting is clear principles of life and strength to stand by them. If the Church cannot supply these, it is rightly ignored by men who understand what Christianity promises and what the world needs.

As a matter of fact, even today the Church is found to supply what is wanted for those who have any patience. In the gospels are quite plainly laid down the principles by adherence to which men would escape from the evils of life in this century as in any other. But most people are impatient. The Sermon on the Mount may have been read from the lectern, but if there were no clear and practical words spoken from the pulpit many a man will come out saying that he has heard nothing that could be of any use to him. But as this impatience does exist and forbids men to take the trouble to find out for themselves what Christ's teaching means to them, there is need for preaching which is simpler and nearer to the centre of Christian truth than a great deal of what is offered to-day. What men want is help in realising the broad elementary Christian beliefs, about God and about the world, as a single and coherent view of life.

FELLOWSHIP.

But there is one very great source of weakness. In the Church of England we have very little sense of fellowship or comradeship. This was a stupendously real thing in the Church of New Testament times; and part of that strength which upheld Christian principles when the Church exists to supply, came in fact from this comradeship.

Christians ought to be conscious of their Church membership as something that binds them together in a common enterprise. But that is almost impossible in the Church of England, because we have no means of making united action something habitual and normal. There is no assembly where the mind of the Church can be focused and expressed.

To bring into being such an assembly is the first aim of the Life and Liberty Movement. It is proposed to set up a genuinely representative assembly—representative of laity as truly and fully as of clergy—and to ask Parliament to recognise this assembly as entitled to legislate in Church matters, subject to Parliament's right of veto. The Archbishop of Canterbury has already introduced the "enabling Bill" which would make this possible. All Churchmen who are disinterested with things as they are, and who wish to make their influence felt in regard to the remedying of the defects, should help to win for the Church the power to control her own life.

There are admitted abuses which we cannot now remedy; and we are unable to realise the strength of Christian fellowship. Freedom, such as this measure would confer, would give us what we want in both respects, and the Church's appeal to men would be enormously increased.

JAPAN.

Japan will be exporting cheap steel to meet the requirements of the Pacific, and will also make more distant markets, and I should not be surprised if it is not arms do not eventually find their way to the Japanese. The wages paid in steel manufacture in Japan, as well as in shipbuilding, are ridiculously low, and every labour-saving device is being introduced. Consequently the Japanese will gain a double advantage arising from the use of labour-saving machinery and the employment of the cheapest skilled labour to be found in any country in the world. That further statement by my friend surely is of some interest to British workers in these industries, and yet it might be imagined that we were living in an economic vacuum, from the statements of a number of labour leaders.

The position of the shipbuilding and shipping industries of this country is, on the contrary, going to be a very critical one, because there is no feasible means by which these islands can be protected against the remarkable progress in the United States and Japan. We have before us a period of increasingly keen rivalry; and the issue will depend upon the cost of building our ships and the cost of running them, and the latter question cannot be dissociated from the price of coal. And after this period of strain, during which the depleted merchant navies of the world (weakened by war) will be re-established, will come another phase of the competition—when there will be too many ships, with a consequent slump in shipbuilding and in freights. Probably this last phase will develop in two or three years' time.

What will be the position of the British workers then, with wages high, shortened hours of labour, reduced production per working hour, and an inadequate supply of those labour-saving appliances, of which the Americans and Japanese are reaping the benefit? There is no greater folly than the suggestion that it is to the advantage of the British workman to fight against cheap production; cheap production means plenty of work at high wages, because it will enable us to hold our own in foreign markets. If we in this country are going to fight against progress, with the result that our output per working hour is reduced, we must be prepared to sacrifice the great ship-carrying industry which has given employment to shore and sea to hundreds of thousands of men. Shipping is the bedrock of national prosperity. Once our primacy has gone, we may talk as much as we like about high wages and shorter hours, but nothing we can do will save from ruin, not only the shipyards and the builders of ships, but every trade in this country. (Daily Telegraph.)

THE CHINA SQUADRON.

FURTHER DETAILS OF NEW
VESSELS.

Considerable interest attaches to the commissioning of the new light cruiser *Hawkins*, in which Vice-Admiral Sir A. L. Duff is to hoist his flag on succeeding Vice-Admiral F. C. T. Tudor as Commander-in-Chief of the China Squadron, says the *Naval and Military Review*. The vessel belongs to a class of which much is expected. Official details of the class have not yet been published, but it is known that in the type are embodied improvements on the *Arcton* and *Calliope* classes. These classes proved most valuable in the course of the war, but it will probably be found that in speed, armament, and cruising endurance the *Hawkins* will represent a substantial advance, and that the new class will more nearly approach the dimensions of armoured cruisers than any light cruisers so far placed in commission. The new flag-ship will be enthusiastically welcomed in the Far East, and especially at Hongkong, the headquarters of the Northern Division of the China Squadron under the new scheme of fleet distribution. The flag of the present Commander-in-Chief on that station is flown ashore, and since the German naval flag was swept from the seas in that part of the world, visits of British warships to Hongkong have been less frequent than previously, and letters from residents of the Colony show with what pleasure they are looking forward to a return to pre-war conditions in this respect.

But for other reasons interest in the first commission of the *Hawkins* promises to be exceptional. The vessel's maiden pennant will be hoisted at Chatham on July 25th, her first commanding officer being Capt. R. G. H. Henderson, who has been serving at the Admiralty as naval assistant to Vice-Admiral Duff since that officer has held the appointment of Assistant Chief of Naval Staff. It is understood that in the organization of the flag-ship there are to be innovations which are expected to conduce to efficiency and comfort. As a gathering in connection with the Devonport branch of the Royal Naval Vexillology Association, it was stated that the *Hawkins* is to be the model ship of the British Navy. The references on the same occasion to the question of "internal economy" in the ship indicate that special attention is to be devoted to messing arrangements, but it is understood that it is not in this direction only that the *Hawkins* is to be made a model ship. In the course of the deliberations of the lower deck were afforded opportunities of expressing their views as to the lines on which the conditions of service could be improved, and it will probably be found that in the *Hawkins* effect will be given to some of the suggestions advanced by the men.

The flag-ship of the Commander-in-Chief of the China Squadron, is the last word in "light cruisers," though that is a misnomer, seeing that the *Hawkins* is nearly 10,000 tons displacement. She was not completed in time to take any part in the war, but was built through the experience which came of the war at sea. She has a speed of 30 knots per hour, an unusually large fuel capacity on which she can cruise over a very wide area, and her armament is very heavy—seven 7.5-in. guns, and a dozen of 3-in. guns, and, of course, the new anti-aircraft and anti-torpedo armament, with a powerful torpedo equipment. The 7.5-in. guns are as powerful and as hard hitting as the old 9.2 of pre-war days. As regards protection, it is understood that her speed and heavy armament have not sacrificed that great essential, and she is well armoured over her water-line and vital parts.

"THE CAPETOWN." The announcement that the light cruiser *Capetown* was launched on June 23rd and that the naming ceremony was performed by the wife of the First Lord of the Admiralty, is especially welcome because it indicates a return, in connection with these interesting events, to peace conditions. It has already been announced that the only capital ship under construction last March was the *Hood*, in which are said to be blended the most important features of the latest battleship and battle-cruiser types, but it was also known that there were in hand a number of vessels of other types that have proved exceedingly useful in the course of the war. One of these is the *Capetown*, and although this vessel is not yet afloat, it is understood that when completed she will be commissioned for service in the Fifth Light Cruiser Squadron, commanded by Rear-Admiral G. H. Borrett, on the China Station. In the class to which the *Capetown* belongs are two other vessels intended for the Far East—the *Curlew* and *Calcutta*, which is to be the flag-ship of the Commander-in-Chief of the North American Squadron, and the *Cairo*. In the edition of Brassey's *Naval Annual* which has just been issued, and which will prove highly acceptable to all interested in the Navies of the world, appear some details of the class. They have a displacement of 4,190 tons so that they are larger than the *Arcton* and *Calliope* classes, and they are also more powerfully armed. Their length is 425 feet, beam 43 feet 6 inches, and with a horse power of 40,000 they will attain a speed of 23 knots. They carry five 6-inch and two 3-inch anti-aircraft guns, and they also have eight torpedo tubes.

TROUBLE IN CHINA TOWN.

RECENTLY ARRIVED ALIENS TO
BE REPATRIATED.

In consequence of the colour riots against Negroes and Chinese at Cardiff, and Liverpool, the British Government have decided to repatriate as soon as possible aliens who went to England during the war. Powers already in their possession enable them to do this, and will be put in force as soon as shipping is available. The people principally affected, who will be dealt with first, are the Chinese, of whom there are large numbers at seaport towns, mainly London, Liverpool, and Cardiff. Permission to stay will be accorded only in very exceptional cases to Chinese who have acquired businesses in Great Britain.

Sporadic outbreaks of rioting have been frequent in various parts of the East-end of London during the past few months. On the evening of June 16th Northumberland-street, Poplar, E., which forms a part of the district known as China Town, was the scene of a serious disturbance as the outcome of the resentment displayed by the people living in the street when it became known that a Chinaman named Lucksing had moved into a house at No. 58. The people allowed the furniture to be taken in and then, in the absence of Lucksing, assailed the premises. The wife of Lucksing, an Englishwoman, and a friend were badly mauled by the infuriated crowd. The mob threw all the furniture out of the house, and wrecked the building in which the terrified women had been hiding. In the street the furniture was piled in a heap and set on fire.

Further racial disturbances occurred in the East End on June 12th, and two Chinamen were arrested. Large crowds made noisy protests outside houses in North-street, of which Chinamen were the tenants. There is a strong feeling among recently demobilised soldiers against Chinamen occupying so many houses and letting them out in lodgings, while ex-soldiers experience great difficulty in finding even scanty accommodation.

ALL URALS NOW BOLSHIEV.

A SERIOUS SITUATION IN WEST
SIBERIA.

IRKUTSK, July 20th.

Owing to the retreat from the Urals of the Northern and West Siberian armies, a serious situation has developed in West Siberia. The Bolsheviki have occupied Zlatoust and are driving in the direction of Nezhsk, from which they are only 40 versts. The Siberian troops have been beaten back step by step from Krasnoyarsk in the direction of Ekaterinburg and now have abandoned that important point. The panic-stricken population were evacuated from the town at a few hours' notice. The Hampshire Regiment executed a timely withdrawal from Ekaterinburg towards Omsk.

The whole of the Urals are now in the hands of the Bolsheviki. The pivot of the operations is Cheliabinsk, on which town the West Siberian army is falling back and also the North Siberian army, which is retreating along the Ekaterinburg-Cheliabinsk railway; the Red armies following.

Both sides are greatly exhausted by the continuous fighting, but it is reported that the Bolsheviki outnumber the Siberians by five to one.

The military authorities here think that the junction of the Northern and Western Armies, with the arrival of fresh reserves from the rear, will make it possible to hold up the Bolsheviki in the region of Cheliabinsk and give decisive battle. (Reuter.)

MASONIC GRAND LODGE.

Grand Lodge held its quarterly communication at the Kingsway Hall, Great Queen-street, under the presidency of the Pro Grand Master, Lord Amphil, on June 4th. It was announced that a record had been established in regard to the number of new lodges for which warrants had been granted during the quarter. There were forty-five additions. The previous record was twenty-nine, for the second quarter of 1911. Of the new lodges warranted during the quarter, thirty-six will meet in the provinces, five in London, and four overseas, viz., at Buenos Ayres, Johore Bahru, South America (South Division), and Trinidad.

HONGKONG POLICE RESERVE.

ORDERS ISSUED BY THE HON. CAPTAIN SUPER-
INTENDENT OF POLICE.

HEADQUARTERS CLUB.

The Police Reserve Club will be closed on and after Monday, the 28th inst.

POLICE RESERVE OFFICE.

On and after Monday, the 28th inst., all Lists and Correspondence must be addressed to the Secretary, Police Reserve Office, Central Police Station.

E. D. C. WOLFE
(Capt.-Supt. of Police).
Hongkong, July 25th, 1919.

FAR EASTERN CABLE NEWS.

[BY COURTESY OF THE HONGKONG CHINESE COMMERCIAL NEWS.]

THE SHANGHAI CONFERENCE.

Shanghai, July 27th.
A settlement having been reached in regard to the Shanghai conference, the South has appointed the same chief delegate, Tong Shao-yi. The Peking Government requested Chu Kai-kun to accept the office of chief delegate, but he has refused.

LUK WING TING'S CONCESSIONS.

Luk Wing ting, Governor-General of Kwangtung and Kwangsi, has telegraphed to the Peking Government asking it to send delegates to Shanghai at once, as he is willing to make certain concessions.

ITALY FORGIVES HER CLAIM.

Acting on the advice of the other Powers, Italy is willing to forgive her claim to the Austrian Concession at Tientsin.

TROOPS MUST BE TRAINED TO PROTECT THE COUNTRY.

Ng Pui fu, the commander of the garrison in Hapeh Province, has telegraphed to the different Provinces stating that on account of the difficulty of solving the diplomatic question, there should be no civil war between the North and the South. Arrangements should be made to have the South-West troops withdrawn, as soldiers must now be trained to protect the country.

[THROUGH REUTER'S AGENCY.]

JAPAN'S PLEDGE TO THE ALLIES.

Paris, July 22nd.
A Havas message says:
The Chinese Government is expected soon to sign the Peace Treaty, after the explanation from the Peace Conference that Japan's pledge to restore Shantung to China was not given to China alone, but to the Allies.

The Japanese will withdraw troops from Shantung, but will retain economic control of the railways of the Peninsula and will also receive possession of the German Concession at Kiao-chau.

AMERICAN CONTROVERSY OVER SHANTUNG QUESTION.

Washington, July 21st.
The controversy in the Senate between the Democrats and Republicans in regard to the Peace Treaty, especially as regards Shantung, is increasingly bitter.

JAPAN AND SHANTUNG.

Paris, July 21st.
Since the signature of the Peace Treaty, Japan has reiterated her promise to the Allies to restore Shantung to China and only to retain the economic control of the railways and the Kiao-chau Concession.

WILL CHINA SIGN?

It is believed that the Chinese delegates in Paris will eventually sign the Versailles Treaty.

AUSTRIAN CONCESSION AT TIENTSIN.

It is stated that the former Austrian Concession at Tientsin will revert to China.

ITALIAN ASSERTION.

Paris, July 20th.
A Havas message says:
The Italian Peace Delegation has stated that it is untrue that the Council of Five has rejected Italy's claims to the Austrian Concession at Tientsin. Italy wishes only that the Chinese Government should start, within a year, works of sanitation on the swampy lands bordering the Italian Settlement and the improvement of navigation on the Haiho River near the Italian Settlement.

THE ALLEGED GERMANO-JAPANESE TREATY.

Paris, July 12th.
A Havas message says:
Regarding a despatch from Copenhagen stating that Mr. Hiroki, Japanese Minister, officially denies the existence of a Treaty between Japan and Germany, the Chinese Peace Commission has pointed out that it has never been alleged that such a Treaty existed, but that negotiations for the Treaty were in progress.

MARQUIS SAONJII RETURNING HOME.

Paris, July 21st.
A Havas message says:
The steamer *Atsuta Maru*, with Marquis Saonjii on board, left Marseilles on July 27th.

WEEKLY MAILS FOR THE FAR EAST.

London, July 24th.
The Post Office announces that from next week the letter mails for the Straits Settlements, Dutch India, Siam, etc., Hongkong, and South China will be despatched on Thursdays by the Holt line direct from Birkenhead.

RICE RIOTS.

A NUMBER OF SHOPS RAIDED.
PRICE OF RICE TO BE REDUCED THIS AFTERNOON.

The poor in Hongkong are growing desperate over the rapid advances in the price of their staple food. In Wanchai, on Saturday morning, a crowd of about 300 coolies raided the rice shops and stole a large quantity of the cereal. But for the timely arrival of Inspector Kent, Sergeant Cockle and a posse of police, the consequences would probably have been very serious.

AT QUEEN'S ROAD.

The first intimation that anything untoward was happening was the blowing of a police whistle by a Chinese constable at 155, Queen's Road East, where a crowd of from 100 to 150 coolies raided a rice store. Amidst scenes of great excitement the raiders rushed into the shop, rough-handed the proprietor and his assistants, and then commenced distributing the rice to all and sundry. Altogether about eleven piculs of rice, and two piculs of sugar were divided amongst the coolies, who stowed it in their pockets, hats, and coats.

ANOTHER OUTBREAK.

While the Police were busy quelling the disturbances at this shop, a more serious outbreak occurred at Nos. 22 and 23, Nallah Lane, used for the storage of rice. A large crowd collected, and about 150 coolies broke into the premises and stole large quantities of rice, which were immediately transferred to eager hands, waiting at the doors. Altogether about 30 piculs of cheap rice were removed before the Police arrived on the scene and dispersed the crowd. Eight of the ring-leaders were arrested and will be produced at the Magistracy to-day.

RICE SHOPS CLOSED.

As soon as the disturbances started, nearly all the rice-shops were closed amidst the hooting of the crowd. Outside No. 155, Queen's Road, one of the raided shops, a number of people congregated and attempted to break down the doors and renew their depredations, but the arrival of a patrol averted further trouble. In Nallah Lane, also, a band of coolies were eagerly awaiting the moment when the shops would re-open, but were kept in subjection by the presence of two European, two Indian, and two Chinese policemen detailed to patrol the disturbed area.

The good work done by the Police resulted in the recovery of over 41 piculs of rice which had been stolen. Saturday night passed off quietly without any recurrence of the trouble, probably owing to the vigilance of the Police, which was never relaxed.

A RECURRENCE OF RIOTING.

On Sunday morning, however, shortly after 11 o'clock police-whistles were blown in the vicinity of Anton Street, Wanchai, where there are a large number of rice godowns. The Police, headed by Inspector Kent, turned out in full force, and commandeering rickshaws and any other vehicles available, hastened to Anton Street, where they found a large crowd, numbering about 500, hammering at the doors of the godowns with the intention of breaking them open. The doors were well barred and withstood the onslaught. The Police, using sticks freely, managed to drive back the crowd back, which soon dispersed. Three men, more truculent than the rest, were arrested on a charge of riotous behaviour.

A FURTHER DIVERSION.

Just as the Police were returning to their quarters they were attracted by shouts from No. 91, Wanchai, a rice store. It appears that part of the crowd which had scattered on the arrival of the Police at Anton Street turned their attention to this store, doubtless thinking it a good opportunity to carry on their depredations while the Police were busy elsewhere. Unlike other shops this one had not been closed, the proprietor being under the impression, no doubt, that as it was in the neighbourhood of the Police station it would be safe from attack. The crowd rushed into the shop, turned everything upside down, and started to distribute several piculs of rice to the poor folk who had eagerly congregated at the door. The Police soon cleared the shop of its unwelcome visitors. One man ransacked the various drawers of the shop and succeeded in finding some money, but as he attempted to escape he was arrested by a policeman.

DISURBANCE ON A STEAMER WHARF.

A disturbance was narrowly averted at the Hongkong-Canton steamer's wharf, yesterday. As soon as the morning boat dropped anchor a crowd of coolies rushed to get on board with the intention of stealing rice, with which the vessel was loaded. The detectives on duty on the wharf, and the ship's guard managed to drive the crowd back, before any damage was done.

SYSTEMATIC POLICE SEARCH.

All along Des Vaux Road, Police guards were placed wherever there were rice stores. Crowds of people congregated under the verandahs, and refused to move on when ordered to do so by the Police. One man was arrested for causing an obstruction. The Police carried out a systematic search of every hawker to ascertain whether they were carrying rice.

LEVELY SCENES AT WEST POINT.

Lively scenes were witnessed from Centre Street to Des Vaux Road yesterday afternoon. This is a street in which there are numerous rice-stores. A gathering of over 2,000 coolies assembled in front of the shops and commenced hooting, throwing stones at the doors, etc. One firm, the Tung Fung, rice-dealers, actuated by a desire to render whatever relief they could to the poor, had imported a stock of 10,000 piculs of rice, which they retailed at a very cheap price. Thousands of people crowded round the entrance to obtain supplies and, despairing of success, attempted to mob the place. Fortunately, some S.C.A. detectives, who were in the locality, telephoned to No. 7 Police-station and Inspector Macdonald, with a party of constables, visited the place and quietened the crowd, who a little later started looting at rice-dealers and accusing them of profiteering.

TROUBLE AT SHAIKUIWAN.

At seven o'clock last night a crowd of several hundred Chinese of the coolie class broke into a rice-shop at No. 49, Aoi-wan-bo, Shaikuiwan, and looted a large quantity of rice and other things. The arrival of a strong force of Police induced the rioters to flee from the scene. One man, who was busily engaged in stealing rice from the shop, struggled with a detective who brandished his revolver. In the affray the revolver went off and the man received a bullet through his arm. He was taken to hospital, bleeding profusely. The Police kept a strong guard over the premises for the rest of the night. All the other shop-keepers closed their premises.

AT YAU MATI.

Crowds of coolies gathered at Yau mati, last night, with intentions which were hardly disguised. The Police patrolled the streets armed, and evidently wiser counsels prevailed, for there was no disturbance. The shop-keepers had taken the precaution of closing their shops in the afternoon.

FURTHER DISTURBANCES FEARED.

The Captain-Superintendent of Police paid a visit yesterday to the Police-stations. It is feared that, as the disturbances grow more acute, further disturbances may ensue. Several Police constables, armed with rifles, patrolled the principal quarters of "China Town" yesterday.

THE CAUSES OF THE TROUBLE.

The price of cheap rice in Canton, it is stated, is 36 to 37 a picul. This quality is reported to be sold in Hongkong at \$10 per picul. The failure of the crops in South China and the large quantities of rice being transported to Europe and elsewhere are said to be the principal causes of the shortage here. The crops in Burma have not come up to expectations, while the last South Indian harvest has been a thorough failure on account of the severe drought. The situation in Siam is far better than in South China or India, but the Siam Government, in order to be prepared for eventualities, have prohibited the export of rice without Government sanction. The authorities in Indo-China have taken a similar course.

A CHINESE RESIDENT'S VIEWS.

Speaking to an old Chinese resident of Wanchai, who is in straitened circumstances, a reporter of this paper was able to discover the real grievance of the coolies. He said: "We are all anxiously looking forward to the Government's scheme of rice-control. Rice is an everyday necessity in our life and, unless we are able to procure it at a cheaper rate than at present, we shall all starve. The price of a picul of rice of inferior quality about two months ago was \$4 to \$5; to-day it has risen to \$16. Superior quality rice, which was sold at \$8, has gone up to \$23. How can the poor hope to live when the price of rice is so high? Surely, a man earning, say, \$15 a month, with a wife and family to support, must starve as a consequence. The hotels in Hongkong serve rice as a course; the restaurants in West Point simply waste it. Why should this be? Why not eliminate this dish, as it is not a necessity to either the Europeans or the wealthier classes of Chinese, who are well able to purchase flesh and other things to eat? I hope the Government scheme will bring relief to the poor, many of whom are starving; otherwise, the consequences may be disastrous."

A GOVERNMENT PROCLAMATION.

A meeting of rice-dealers, presided over by Mr. R. O. Hutchison, the new Rice Controller, was held yesterday, and the situation was discussed. It was agreed that a proclamation should be issued to-day notifying the Chinese that the Government were taking over control of rice and would retail it at a reduced price, viz., \$21 per picul for No. 1 quality, \$21 for No. 2 quality, and \$12.50 per No. 3 quality. These prices, it is hoped, will be in force from this afternoon. In the meantime the Inspectors at the various Police Stations have been ordered to apprise the people in their districts of the measures to be adopted.

THE P. & O. "NAGOYA."

NUMEROUS ARRIVALS FOR HONGKONG.

The P. & O. s.s. *Nagoya*, which arrived in Hongkong on Saturday, brought back a big contingent of Hongkong men who left for war service as well as a number of naval and military officers who will be stationed in the Colony. She also carried 135 bags of mails.

Among the Hongkong men who returned were:—Lieut. A. W. Daulty and Mr. P. P. Lenfesty (Harbour Dept.), Mr. H. Millington (Sanitary Board) and Mrs. Millington, Mr. E. S. Greenhill (Hongkong Land Investment Co.), Messrs. Cullen & Logan (Kowloon Dock), Sergeant Sutherland (Revenue Office), Mr. C. Wilkie (Messrs. Butterfield & Swire).

The Hongkong Police welcomed back Messrs. J. R. Clark, A. R. Clark, Phillips, R. McFall, T. J. Wilson, G. A. Stinson, R. F. Alexander, R. W. Andrew, J. D. Murray, and J. Murphy. The Prison Department is strengthened by the return of Wardens J. L. Speed, R. Johnson, and A. P. Didsbury.

The following were amongst the Naval arrivals:—Engineer-Comdr. Sampson and Mrs. Sampson, Surg. Lieut. Cannon, Sub-Lieut. Woodhall, Woodroffe, and Cooper, Lieut. Scott, and Pay-Lieut. Faed. Engineer-Comdr. Sampson takes up the appointment of Eng-Comdr. Deckyard, and Pay-Lieut. Faed also stays here, but the remainder go North.

Lieut. Col. W. Loring, D.S.O., who takes over the command of the R.G.A. in Hongkong, from Lieut. Col. Pasby, who is going home very shortly to resume professional life, arrived by the *Yugoya*. Lieut. Colonel Loring was accompanied by his wife, who was in Hongkong many years ago, in charge of the 3rd Company at Ly-e-mun acting also on one occasion as Adjutant. He went to France in 1914 in command of a battery. In September, 1916, he was appointed to the command of a brigade of artillery. He was mentioned in despatches in June, 1915, again in January, 1916, and a third time in December, 1917. Besides being promoted Brevet Lieut. Colonel, he was awarded the Distinguished Service Order.

CANTON NEWS.

Canton, July 27th

THE CIVIL GOVERNORSHIP.

One of the politicians states that the Tuchun has not the least intention of allowing the Civil Governorship to be given to Dr. Wu Ting-fang. Of all the candidates, Lung Kien-chang, the ex-Governor of Kweichow, has secured the largest support. Lung, it is said, has returned from Peking to the South. He arrived at Hongkong, by the s.s. *Kwang Lee* the other day.

Another report states that a number of the M.P.s in Canton have recently suggested to the Authorities that the Civil Governorship should be retained by Chang Kam-long, who is acting in the office as he is discharging his duties satisfactorily.

It is also said that Yeung Wing-tai, the Treasurer, is trying to gain the appointment through the new members of the Provincial Assembly, who are the electors of the Civil Governor under the new laws.

THE PROVINCIAL ASSEMBLY.

A serious fight is reported to have taken place in the Provincial Assembly on the 25th inst. when the two Speakers (one was elected as the permanent Speaker and the other as a provisional) happened to have called their respective supporters to a meeting on the same day. Arguments were followed by a free fight, in which the real Speaker was slightly injured after he was pushed down from the platform. Neither of the meetings could be held and the members dispersed.

ADVENTURES OF A TOY-MOTOR.

How a toy-motor-car, valued at \$25, belonging to the son of Mr. M. A. Remedios of No. 51, Wyndham Street, which had been stolen, passed from hand to hand, and was eventually traced to a second-hand dealer's shop was related at the Magistracy, on Saturday, when three men were charged with receiving stolen property.

Inspector Boulger stated that the case was rather a complicated one. The car was discovered in a shop in Wellington Street, by Mr. Remedios' son, who had searched every second-hand dealer's establishment for it. When the master of the shop was questioned he stated that he had bought the car from a marine hawker living in Lascar Row. The Police went to the marine hawker's store, and were informed that the car had been purchased by the owner from another dealer. In reply to questions, this man told the Police that a son of a Chinese manager of the Victoria Theatre had sold the car to him. Witness believed there was some collusion between the boy and the man in whose shop the car was found, but, owing to lack of evidence, he had no alternative but to withdraw the case against that man (first defendant).

The evidence showed that the car was purchased at first for 50 cents but the price increased with each transaction until it reached \$4, for which sum the first defendant bought it. The Magistrate discharged the first defendant and sentenced the other two to four weeks' hard labour each.

ANNOUNCEMENT

Flavoury desserts and Meats for August Menus—

ARMOUR'S canned MEATS, etc.

Luncheon Beef	per tin 90 cts.	Ham Loaf	per tin 30 cts.
Chili con Carne	25 cts.	Veal	30 cts.
Pigs' Feet	80 cts.	Beef	40 cts.
Bologna Sausage	60 cts.	Brisket of Beef	90 cts.
Liver	70 cts.	Tripe	60 cts.
Spaghetti & Chili	25 cts.	Sandwich	
		Dainties	35 cts.

HORS D'OEUVRE

Milan Salami Sausage per lb.	\$1.
Mortadella	\$1.20
Summer	\$1.

FRUITS

Apricots	per tin 55 cts.	White Cherries	per tin 70 cts.
Bartlett Pears	60 cts.	Ging-Peaches	60 cts.
Egg Plums	50 cts.	Greengages	50 cts.

TONGUES

Ox Tongues in tins	\$1.50 1.75 2.25 2.75 each.
Class	\$2.50 each.
Lamb and Lunch Tongues	90 cts. per tin.

LANE, CRAWFORD & CO.

THE

CORONET

When I saw the scene in "HELL'S HINGES" where the crowd goes after the parson, the thought came to me, "What a surprise there would be for everybody concerned if William S. Hart were playing the part of the gentleman in black! The same thought must have occurred to Thos. H. Ince, for he has produced this very situation in "THE DISCIPLE."

Can you imagine Hart in clerical garb with a Bible under his arm and a revolver in each hand teaching his flock the Golden Rule?

The wicked old doctor who runs the local poison palace and is the only medico for miles around, has seduced the parson's wife and Hart is left with a dying baby on his hands.

Can you imagine him disowning his God for allowing him to be stabbed in his back whilst attending to His Master's business—and then going after that sinful son of Aesculapius and forcing him at the revolver's point to exert his skill in saving the life of his child?

Can you picture to yourself the poignancy of the closing scenes, when the repentant wife returns?

Believe me it is a great drama, with alternating scenes of the tensest emotion, of thrilling excitement, and of the true grim Hart humour! It is a play that only William S. Hart could have made convincing and he is backed up nobly by Dorothy Dalton who acts the part of the erring wife with a simple pathos that must move to compassion the most callous of playgoers.

"The Disciple" is presented at the Coronet to-night with the personal guarantee of

H. W. RAY.

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TELEPHONE 346

Glyn's Hand
made Hats
Old English make
NEW STRAWS

"light in weight" and fitted with the famous
BON-TON fitting. The acme of comfort.

SUN HELMETS
in many smart styles, perfect fitting.
INSPECTION INVITED.

NEW ADVERTISEMENTS

NOTICE.

THE COMMITTEE OF THE CONSTITUTIONAL REFORM ASSOCIATION hope that all its Members will attend the PUBLIC MEETING at the CITY HALL, at 3.30 P.M. TO-DAY. [1010]

A. G. DA ROCHA.
AUCTIONEER, SURVEYOR AND
GENERAL BROKER.

Queen's Road Central, Telephone No. 2932.

FAVOURED with instructions from The Concerned,

will sell by Public Auction on TUESDAY, July 29th, 1919, at 2.15 P.M.,

at his Sales Room,

A QUANTITY OF MISCELLANEOUS GOODS & EFFECTS

AND

10 doz. French Tobacco Pipes.

3 doz. Cigarette Pipes

30 cases Medoc Claret, etc., Lalande and

23 cases Tuckey's Whisky, 12 years old.

30 doz. Playing cards.

5 cases Remi Martin Brandy.

10 cases Red Port.

Terms:—Cash on delivery.

Hongkong, July 24th, 1919.

A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2932.

FAVOURED with instructions from The Concerned,

will sell by Public Auction, on TUESDAY, July 29th, at 2.30 P.M.,

at his Sales Room.

A QUANTITY OF STEEL WIRE ROPES,

of best quality and specially made 6 strand

of Wire, each coil 120 fathoms:—

Sizes:—3 1/4" 3 coils.

" 1 1/2" 5 "

" 2 3/4" 4 "

" 2 1/2" 7 "

The above Cables will be found very useful

for steamers and Dockyards.

Terms:—Cash on Delivery.

Hongkong, July 24th, 1919.

A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2932.

FAVOURED with instructions from The Concerned,

will sell by Public Auction, on THURSDAY, July 31st, 1919,

at 2.15 P.M.,

at his Sales Room,

HOUSEHOLD FURNITURE AND EFFECTS,

Wardrobes, Desks, Chairs, Chest of

Drawers, Dressing Tables, Bookcases, Arm-

chairs, Curio, Crockery and (Glassware,

Brass Ornaments, Vases, Pictures, Ice Boxes,

Bedsteads, Clocks, Typewriters, Overmantels,

Sidboards, Napkins, Table Cloths, Hat

Stands and a long line of Sundries.

Terms:—Cash on Delivery.

Hongkong, July 24th, 1919.

A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2932.

FAVOURED with instructions from H. P. O. CANTERBURY, Esq., will sell by

Public Auction, on FRIDAY, August 1st,

1919, at 2.30 P.M., at No. 6, Morrison Hill.

EXCELLENT HOUSEHOLD FURNITURE

Comprising:—

Blackwood Furniture, Iron Bedsteads,

Tables, Carpets and Rugs, Brass Fenders,

Overmantels, Brass Ornaments, Sofa, Easy

Chairs, Occasional Tables, extension Dining

Table, Bevelled Mirror, Wardrobes, Hat

Stands, Dining Chairs, Silver Ware, Canteen,

Teak Bookcase, Dinner Crockery, Glassware,

Ornaments, Pictures, Curtains, Bed Sheets,

Clocks, Marble-top Wash-stands, Cooking

Stove, Cutlery, Toilet Sets, Electric Reading

Lamps, Cabinets, Side-boards and a long

line of Sundries.

Catalogue will be issued.

Terms:—Cash on Delivery.

Hongkong, July 24th, 1919.

NEW ADVERTISEMENTS

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

S.S. "SODEGAURA MARU"

Arrived Hongkong on July 25th, 1919,

From BOMBAY.

Consignees of Cargo by the above-named

vessel are hereby informed that their goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

Consignee will be sorted out Mark by Mark

and delivery can be obtained as the Goods

are landed.

Optional Goods will be landed here unless

instructions have been given to the contrary

8 hours before arrival of the Steamer.

Goods not cleared within 2 days including

date of arrival will be subject to rent.

No Fire Insurance will be effected by us

in any case whatever.

Damaged packages must be left in the Go-

downs for examination by the Consignee, and

the Company's Surveyors, Messrs. GODDARD

& DOUGLAS, at 10 A.M. on MONDAY and

THURSDAYS. All Claims must be presented

within ten days of the Steamer's arrival here

after which date they cannot be recognised.

No Claims will be admitted after the goods

have left the Godown.

MACKINNON, MACKENZIE & CO.,

Agents.

Hongkong, July 25th, 1919. [1]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

S.S. "NAGOYA"

Arrived Hongkong on July 25th, 1919.

From LONDON, BOMBAY, COLOMBO,

AND STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

Consignee will be sorted out Mark by Mark

and delivery can be obtained as the Goods

are landed.

Optional Goods will be landed here unless

instructions have been given to the contrary

8 hours before arrival of the Steamer.

Goods not cleared within 5 days, including

date of arrival, will be subject to rent.

No Fire Insurance will be effected by us

in any case whatever.

Damaged packages must be left in the Go-

downs for examination by the Consignee, and

the Company's Surveyors, Messrs. GODDARD

& DOUGLAS, at 10 A.M. on MONDAY and

THURSDAYS. All Claims must be presented

within ten days of the Steamer's arrival here

after which date they cannot be recognised.

No Claims will be admitted after the goods

have left the Godown.

MACKINNON, MACKENZIE & CO.,

Agents.

Hongkong, July 25th, 1919. [1]

NOTICE TO GENERAL PUBLIC.

MR. JAMES STEER, Chronometer and

Watchmaker, of No. 9, Ice House

Street, begs to inform the General Public

that his shop will be CLOSED till July

28th, owing to his marriage.

Hongkong, July 22nd, 1919. [1024]

FINANCIAL PAPER.

A CLEVER and RELIABLE MAN who

possesses intimate knowledge of News-

paper enterprise is wanted to represent one

of Scandinavia's greatest and appreciated

financial papers.

The concerned must be able to call on all

greater Banks and money-institutes and

transact firms to obtain both advertisements

and editorial articles. The paper is printed

in English and Danish. Please apply to

Director ALBINUS LARSEN, Knebner-

gade 23, Copenhagen, Denmark. References

wanted. [1038]

SHELL TRANSPORT AND TRADING

COMPANY, LIMITED.

WE have been requested by the above

Company to announce that new

shares will be issued at par to shareholders

on the 16th June, 1919, in the proportion of

ONE new share for every TWO old shares,

fractions being disregarded.

Holders of "BEARER" Warrants should

deposit their holdings not later than the 9th

August, 1919, accompanied by payment of

the equivalent of £1 Sterling for each new

share claimed, with their Bankers who will

stamp the warrants on the face thereof with

the words "RIGHTS CLAIMED 1919."

Registered shareholders should pay to their

Bankers the equivalent of £1 Sterling for

each new share claimed, not later than the

9th August, 1919.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

N. J. STABB,

Chief Manager.

Hongkong, July 21st, 1919. [1034]

AGENCY WANTED.

RAW SILK for LYONS. Old and

serious Firm desires to act as Agent

for Firm of CARTON and SHANGHAI Raw

Silk Exporters. Very good connections.

Highest references and guarantees (Hong-

kong and SHANGHAI BANKING CORPORATION

and others). [1023]

WANTED.

SENIOR EUROPEAN ASSISTANT for

Shipping Office. Excellent prospects.

P. O. Box 23. [1022]

INTIMATIONS

THE PROPOSED ADDRESS OF WELCOME TO H.E. SIR REGINALD STUBBS, K.C.M.G.

THE UNOFFICIAL Members of the Executive

and Legislative Councils invite the

Public to attend a MEETING at the City

HALL, TO-DAY (MONDAY), the 28th day

of JULY, at 4.30 P.M. in connection with the

above project. [1033]

THE WEST POINT BUILDING

COMPANY, LIMITED.

AN INTERIM DIVIDEND OF THREE

DOLLARS per Share for the six

months ending June 30th, 1919, will be

payable on MONDAY, JULY 28th, on which

date Dividend Warrants may be obtained on

application at the Company's office.

THE TRANSFER BOOKS of the Company

will be CLOSED on FRIDAY, July 19th,

to MONDAY, July 22nd, (both days inclusive),

during which period no Transfer of Shares

can be Registered.

By Order of the Board of Directors,

A. SHELTON HOOPER,

Secretary to

THE HONGKONG LAND INVESTMENT

& AGENCY CO., LTD.

General Agents for the

West Point Building Co., Ltd.

Hongkong, July 9th, 1919. [964]

THE HONGKONG LAND INVEST-

MENT AND AGENCY CO., LTD.

AN INTERIM DIVIDEND OF THREE

DOLLARS per Share for the six

months ending June 30th, 1919, will be

payable on MONDAY, JULY 28th, on which

date Dividend Warrants may be obtained on

application at the Company's Office.

THE TRANSFER BOOKS of the Company

will be CLOSED on FRIDAY, July 19th,

to MONDAY, July 22nd, (both days inclusive),

during which period no Transfer of Shares

can be Registered.

By Order of the Board of Directors,

A. SHELTON HOOPER,

Secretary to

the General Managers.

Hongkong, July 9th, 1919. [966]

HONGKONG, CANTON AND MACAO

STEAMBOAT CO. LTD.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND OF ONE

DOLLAR per Share for the six

months ending June 30th, 1919, will be

PAYABLE on TUESDAY, AUGUST 5th,

on which date Dividend Warrants may be

obtained on application at the Company's

Office.

The TRANSFER BOOKS of the Company

will be CLOSED on WEDNESDAY,

July 30th to TUESDAY, August 5th, both

days inclusive, during which period no

Transfer of Shares can be Registered.

By Order of the Board of Directors,

JOSEPH ARNOLD,

Acting Secretary.

Hongkong, July 22nd, 1919. [1025]

TO LET—1st of August.

COMFORTABLY FURNISHED ROOMS

with or without board.

SERIOUS LABOUR SITUATION IN BRITAIN:

LIKELY DESTRUCTION OF THE YORKSHIRE MINES.

BRITISH CABINET TO BE RECONSTRUCTED ON PRE-WAR SYSTEM.

GERMANS TO HELP REBUILD DEVASTATED FRANCE.

RACIAL RIOTS IN WASHINGTON:

A NIGHT-LONG REVOLVER BATTLE IN THE STREETS.

EARLIER CABLES.

(LONDON, JULY 21ST.)

BRITISH LABOUR TROUBLES

LIKELY DESTRUCTION OF THE YORKSHIRE MINES.

(LONDON, JULY 21ST.)

The Government has deputed Sir Eric Geddes to take charge of the pumping arrangements in all the Yorkshire mines. The Government feels that if the mines are allowed to be flooded, the position will be analogous to the French coalfields after the German evacuation, namely, the mines will be destroyed.

A GRAVE AND UNPRECEDENTED DEVELOPMENT.

(LONDON, JULY 21ST.)

In the House of Commons, Mr. Kennedy Jones asked the Prime Minister what the situation was in the Yorkshire coal area.

Mr. Lloyd George, who was loudly cheered, said that the last twenty-four hours had witnessed a grave and unprecedented development in the dispute.

The miners had unfortunately called out the workmen and workwomen, and thus many mines were threatened with destruction. Fifty-eight mines requiring men were at present working. Pumping was entirely stopped in 25 mines. The officials were pumping in 15 mines and pumping was being continued in 22. Three mines were already flooded and 12 others would probably be flooded within a day or two.

The circumstances obviously created a most dangerous situation. Some Yorkshire mines would be ruined in a few days by flooding, and others would be shortly thrown out of occupation.

THE PREMIER'S APPEAL.

Mr. Lloyd George added that the Yorkshire coalfield produced 25,000,000 tons annually and was the second largest in the Kingdom. Many industries depended thereon. The Government had consequently been compelled to send men from the Fleet to aid in pumping the mines. (Loud cheers.)

The Minister of Labour had sent a message to the Miners' Federation asking what action they were prepared to take and notifying that when the men returned to work Government assistance would be immediately withdrawn. Until then the Government would take every means possible to save the mines (cheers) and afford every protection to those willing to help.

A special commissioner was being sent to co-ordinate the efforts of the community to overcome the new and serious menace with which Yorkshire was threatened by the destruction of the mines. He appealed to the community for support. (Cheers.) The miners' action in Yorkshire not only jeopardised their own means of livelihood, but threatened disastrously everyone in the district in which they lived.

SITUATION IN YORKSHIRE UNCHANGED.

(LONDON, JULY 22ND.)

In the House of Commons, replying to Sir Donald MacLean, Mr. Bonar Law said the coal situation in Yorkshire was practically unchanged. Pumping had stopped in a few more mines, but had also been resumed in a few.

STRIKE SPREADING.

The strike had slightly spread elsewhere. There were 7,500 out in Lancashire, and 20,000 in Monmouthshire. The real issue on which the strike occurred was very difficult to say. The reasons assigned in various mines were the increased price of coal, excessive food prices, our presence in Russia and anti-conscription protest. He did not believe any particular person was behind the unrest.

THE REASON FOR THE YORKSHIRE STRIKE.

(LONDON, JULY 22ND.)

The cause of the Yorkshire strike has not hitherto been clear. It is now authoritatively declared today that the dispute arose from the practical application of the award in the Sankey Interim Report and its effect upon the piece rates.

The men claim to be entitled to higher wages than those offered.

The Government recognises that a compromise was justified in certain areas owing to current conditions.

Mr. Robert Smith, at the Miners' Federation, on July 19th urged the men to work pending negotiations.

It is asserted the Federation deprecates the present strike.

PARTLY DUE TO THE INCREASED PRICE OF COAL.

On the contrary the miners allege that the strike is partly due to the increased price of coal which operates on July 25th, and which also brought out 61,000 protesting miners in Derbyshire, Nottingham and Burnley.

THE GRAVITY OF THE SITUATION.

The gravity of the situation in Yorkshire is greater because this is the first time in a big mining dispute that the pumped have withdrawn.

The Government's action in despatching 5,000 naval stokers for pumping is generally approved.

THE KESWICK CONFERENCE DECISION.

(PARIS, JULY 22ND.)

The Lancashire and Cheshire Federation has circularised the men advising them to remain at work in accordance with the Keswick Conference decision.

POSITION AT SHEFFIELD MORE SERIOUS.

(LONDON, JULY 22ND.)

The position at Sheffield grows more serious. The water difficulty is not threatened in this area. The officials have hitherto maintained pumping, preventing disaster at Nunnery Pits, but already 12,000 men in Sheffield are idle owing to the strike. It is anticipated this number will reach 60,000 by July 25th.

EFFECT IN THE MIDLANDS.

The Yorkshire strike is already having a serious effect in the Midlands. Three big Leeds firms closed yesterday. A similar situation exists in Sheffield. It is estimated that 15,000 steel workers are idle today.

There is a growing demand that the Government effect a settlement.

WALSALL STRIKE COLLAPSES.

(LONDON, JULY 22ND.)

The strike of 2,000 miners at Walsall has collapsed.

The collieries at Bolton are working as usual with the exception of a few small pits.

THE WELSH MINERS' CONFERENCE.

(LONDON, JULY 22ND.)

The Welsh Miners' Conference has decided to continue work until the Executive of the Miners' Federation fixed the new piece rates with the Government.

RAILWAYMEN ACCEPT TERMS OF SETTLEMENT.

(LONDON, JULY 21ST.)

The railwaymen at Newcastle and Durham have accepted the settlement terms.

The terms of settlement in the North-Eastern Railway strike provide for the establishment of a national eye-test for railwaymen within a month.

RACIAL RIOTS IN WASHINGTON.

SEVERAL CASUALTIES.

(WASHINGTON, JULY 22ND.)

Negro attacks on white women resulted in serious racial rioting yesterday evening in which four were killed, including two detectives, who were shot by negroes. Many are in hospital.

Cavalry, Marines and Sailors assisted the Police to check the disturbances.

The racial rioting has spread to the outlying districts. Negroes sped through white residential districts firing indiscriminately, wounding several people.

A night-long revolver battle took place in the streets. There were many arrests.

THE BRITISH CABINET TO BE RECONSTRUCTED ON PRE-WAR SYSTEM.

(LONDON, JULY 21ST.)

The Daily Express says that Mr. Lloyd George is to undertake the reconstruction of the Cabinet after the Parliamentary recess. He will revert to the old system of twelve Cabinet Ministers.

Lord Milner and Mr. A. J. Balfour are among the retiring Ministers.

DISTURBANCES AT LUTON.

DAMAGE ESTIMATED AT £250,000.

(LONDON, JULY 21ST.)

A crowd of several thousands, infuriated at the refusal of the Corporation to grant a park for a memorial service to fallen soldiers, attacked the Town Hall at Luton, which was wrecked and burned to the ground. The damage amounted to £250,000.

GERMANY.

FRENCH SOLDIER MURDERED IN BERLIN.

(PARIS, JULY 21ST.)

The French Press is furious at Germany's refusal to pay a fine of a million francs for the murder, in the street, of a French Sergeant in Berlin. It declares that Berlin must pay, pointing out that the Germans mercilessly levied a similar fine on Brussels for cutting a single telegraph wire.

FRANCE DETERMINED TO OBTAIN A MILLION FRANCS.

(PARIS, JULY 22ND.)

A Havas message says: Marshal Foch will refuse to permit the repatriation of prisoners-of-war if Germany persists in refusing to pay a million francs as indemnity for the murder of the French Sergeant in Berlin.

GERMAN LIEUTENANT'S EX-TRADITION DEMANDED.

(PARIS, JULY 22ND.)

The French Government has demanded the extradition of Lieutenant Simons, who provoked the burning of the French flag in front of the statue of Frederick Wilhelm in Berlin.

FLIGHT OF PRINCE MAX.

(LONDON, JULY 22ND.)

A Berlin telegram says Prince Max of Baden is reported to have fled to Switzerland.

DEMONSTRATORS DISPERSED IN BERLIN.

(LONDON, JULY 22ND.)

Thousands of strike demonstrators assembled in different parts of Berlin but were overpowered by troops with machine-guns and dispersed.

The strike breakers at Spandau attacked scattered strike patrols.

NUMEROUS STRIKES EXPECTED.

(BERLIN, JULY 20TH.)

Strikes are expected on July 21st at Berlin, Halle, Kiel, Nuremberg and in the Upper Silesian mines.

FRANCE AND AMERICAN TOURISTS.

(PARIS, JULY 21ST.)

A Havas message says:—Definite steps have been taken by the French Government to endeavour to obtain from Washington an alleviation of the embargo on tourist travel to France, which recently aroused a storm of protest in the Paris Press. Representations have been made for the cancellation of the passport restrictions.

FIGHTING BOLSHEVISM.

HEAVY BOLSHEVIK CASUALTIES NEAR PSKOFF.

(LONDON, JULY 21ST.)

News from the North-West Russian Front shows that in the direction of Ostroff and Pskoff all enemy attacks have been repulsed.

The villages of Vaykovo and Trofimov, seven miles east of Pskoff, have been retaken.

The Bolsheviks suffered 4,000 casualties. South of the Baltic Railway, in the direction of Gatchina, the offensive is developing.

Two enemy battalions have been destroyed. The Reds have captured the village of Pronzhitsky.

A BOLSHEVIK ADVANCE.

(LONDON, JULY 21ST.)

An East Russian communique says:—The Bolsheviks have occupied Cherdyn and continue to advance eastward of Ekaterinburg and also eastward of Zlatoust.

Owing to the Bolshevik landing at the latter place, General Denikin has retired, and now holds positions at Serenkravskaya, 100 miles west of Astrakhan.

On the Dnieper front, General Denikin's troops hold the line from the Dnieper River to the sea.

WOMEN'S SUFFRAGE IN FRANCE.

BILL REJECTED BY FRENCH SENATE.

(PARIS, JULY 20TH.)

A Havas message says:—The French Senate Committee on Women's Suffrage has rejected, by 11 votes to 3, the Bill adopted by the Chamber of Deputies to enable women to vote in Parliamentary elections.

CONSOLIDATING PEACE.

FRANCE'S BILL TO GERMANY.

(PARIS, JULY 20TH.)

A Havas message says:—The Secretary of the Parliamentary Peace Commission has calculated that the amount due from Germany to France for reparations is approximately 200 milliard francs, not including France's actual war expenses.

REBUILDING DEVASTATED FRANCE.

(PARIS, JULY 21ST.)

A Havas message says:—The Inter-Allied Committee and the German Commission at Versailles have arranged the conditions under which workers will be sent by the German Government to rebuild the devastated regions of France. The employment of 300,000 men will be necessary.

ALLIES TO SUPERVISE SCHLESWIG PLEBISCITE.

(PARIS, JULY 21ST.)

The Times says that Marshal Foch has requested Germany to arrange for the transport of an Allied Battalion from Cologne to Fensburg to supervise the plebiscite in Schleswig.

UNRESTRICTED LETTER POST TO GERMANY.

(LONDON, JULY 22ND.)

On July 22nd unrestricted letter-post with the whole of Germany was resumed.

THE NEW TRIPLE ALLIANCE.

(LONDON, JULY 22ND.)

The House of Commons has ratified the Anglo-French convention unanimously.

The whole French Press comment in the most generous terms in connection with the speedy British ratification of the Anglo-French Treaty.

The keynote of the comment is the saying: "He gives twice who gives quickly."

THE ABOLITION OF THE CENSORSHIP.

(LONDON, JULY 21ST.)

The Post Office announces that the censorship will be abolished as far as British-controlled cables and wireless are concerned from midnight on July 23rd, after which telegrams will be accepted unrestrictedly to all British possessions (except Egypt) and all parts of the world, except countries wherein the restrictions have not yet been abrogated by the authorities concerned, including most European and Near Eastern countries, Turkey (including Palestine, Syria and Mesopotamia) and also Japan and Siam.

THE MARCONI CLAIM.

(LONDON, JULY 22ND.)

In the King's Bench Division, Mr. Justice Lawrence reserved judgment on the Marconi Company's claim for £7,000,000 against the Postmaster-General for alleged breach of contract whereunder the company were to construct a chain of six long-distance wireless stations with in the Empire.

THE PEACE TREATY.

DISCUSSION IN THE BRITISH PARLIAMENT.

(LONDON, JULY 21ST.)

The House of Commons was full for the debate on the second reading of the Treaty of Peace and the Anglo-French Agreement Bills.

Sir Donald MacLean, opening the discussion, urged that a definite indemnity from Germany should be fixed and that the trial of the ex-Kaiser should be held in a neutral country, because a trial in London would be too dignified and might arouse sympathy.

Mr. J. R. Clynes said the Labour Party was conscious that the German Government's crime was colossal, but it feared that the penalty imposed on certain sections of the German people might be too heavy.

He asked the Premier to reassure the working classes with regard to conscription and armaments, which should be solely under Government control.

Mr. G. N. Barnes urged that Labour every where should take full advantage of the Labour clauses of the Peace Treaty in order to improve the position of Labour.

Lord Robert Cecil urged that all Treaties should be periodically revised, and hoped that this would be done with the Peace Treaty.

Mr. John Devlin paid a tribute to Mr. Lloyd George, and appealed for a more enlightened Frisby policy along the principles of President Wilson and General Smuts.

Mr. Horatio Bottomley moved an amendment regretting that the Treaty does not impose upon Germany binding obligations to make good to Britain her total financial cost of the war.

The Hon. Mr. Charles Lawther seconded.

Prior to passing the second reading of the Peace Treaty, the House of Commons rejected Mr. Bottomley's amendment.

AVIATION.

CAPTAIN MARSHAL CROSSES THE MEDITERRANEAN.

(PARIS, JULY 20TH.)

A Havas message says:—Captain Marshal has crossed the Mediterranean by airship and is expected to make the return trip shortly after he has reached the Tunis Coast.

The French minister, M. Rouget, left Villa Coubertin and reached Amsterdam without mishap.

TERRIBLE DISASTER IN CHICAGO.

(CHICAGO, JULY 22ND.)

Ten were killed and 20 injured owing to a large dirigible on a test flight catching fire and falling 300 feet through the glass roof of the Illinois Trust Savings Bank. The majority of the dead were employees of the bank who were incinerated through the explosion of the airship's petrol tanks.

When the dirigible burst into flames the crew and passengers were all strapped in parachutes and jumped out. Several landed safely but other parachutes caught fire and the inmates were dashed to pieces.

HUNGARY.

M. BELA KUN IN VIENNA.

(PARIS, JULY 21ST.)

A telegram from Zurich says M. Bela Kun has arrived in Vienna with a staff of Bolshevik agents.

HAS M. BELA KUN BEEN DEPOSED?

(LONDON, JULY 21ST.)

There are contradictory reports with regard to M. Bela Kun.

A Vienna telegram states that he has been deposed and is being kept under strict surveillance at Budapest owing to his negotiations with the Entente with a view to his forming a Coalition Government.

It is reported that M. Szamulej is now Dictator.

THE RUMANIAN-HUNGARIAN SQUABBLE.

(PARIS, JULY 21ST.)

The Peace Conference has decided to send an informal Allied Commission to enquire into the existing situation on the Rumanian-Hungarian border, especially respecting the reported continued mobilisation of Hungarian troops.

THE BISLEY RIFLE MEETING.

(LONDON, JULY 21ST.)

At Bisley, the result of the MacKinnon Cup Competition was:—

England	1,487
Australia	1,421
Canada	1,368
Scotland	1,376
New Zealand	1,363

THE EMPIRE TROPHY.

(LONDON, JULY 22ND.)

The firing for the Empire trophy resulted, up till to-day, as follows:—

Australia	1,453
Britain	1,022
Canada	927
New Zealand	950

EMPIRE'S OIL RESOURCES.

STEPS TO PREVENT A MONOPOLY.

(LONDON, JULY 21ST.)

House of Commons, replying to Sir E. Kelly, said that the Government was considering the advantages and co-ordinating all sources of supply within the Empire, with a view to preventing the establishment of a world monopoly therein by financiers.

SITUATION IN NORTHERN INDIA.

(SIMLA, JULY 20TH.)

FIGHTING ON THE KHYBER FRONT.

Chitral reports state that three hundred Afghan regulars and tribesmen reached Hunzai Valley, eight miles south of Chitral, but were driven off.

It is reported that Afghan regulars have occupied the passes between Kafiristan and Chitral.

There was heavy fighting on July 19th at all posts on the Khyber front between Fort Khyber, near Almasjid, and Fort Maude. The attacks were repulsed and the enemy suffered severely.

The attackers were composed of ex-Sepoys, deserters and irresponsible tribesmen.

THE PEACE DELEGATES.

(SIMLA, JULY 21ST.)

A letter from the Amir to the Viceroy, dated July 18th, states that the Afghan Peace Delegates will arrive at the British lines on July 21st.

BELGIAN PEACE CELEBRATIONS.

(BRUSSELS, JULY 22ND.)

President Poincaré and Marshal Foch arrived here today and received a tremendous reception.

ALLIED SOLIDARITY.

PRINCE OF WALES' TRIBUTE TO MARSHAL FOCH.

(LONDON, JULY 21ST.)

Marshal Foch departed this morning for Brussels to attend the Belgian Peace Celebrations.

The Prince of Wales presided at a banquet in the Carlton Hotel last evening in honour of the Allied Commanders. He delivered a speech emphasising the wholehearted loyalty of the Allies to each other and concluded with a glowing tribute to Marshal Foch, who, replying, paid a tribute to the splendid comradeship of the Allies.

HONOR PEACE CELEBRATIONS.

(LONDON, JULY 21ST.)

The Times says it is understood that Field-Marshal Sir Douglas Haig and Admiral Beatty will each receive an Earl's title and £100,000.

THE ARMIES OF OCCUPATION.

(COLOGNE, JULY 21ST.)

Two Germans attempted to assassinate Major Ockriel, Provost Marshal of the American Forces in Germany, who was, however, not hurt. The assailants escaped.

PRESIDENT WILSON ILL.

(WASHINGTON, JULY 21ST.)

President Wilson is ill with dysentery. Washington, July 21st.

President Wilson's condition is not serious, but his engagement to discuss the Peace Treaty with Republican Senators has been cancelled.

THE FIUME IMPASSE.

(PARIS, JULY 22ND.)

Cigars! Cigars!! Cigars!!!

We have pleasure in announcing to our patrons that we have just received a small consignment of the finest and well-known brands of cigars and cheroots, made by La Perla Del Oriente, the best reputed Cigar Factory

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All Sizes and Shapes in Stock.

Prices on Application.

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IMPORTANT NOTICE.

IN Manufactures the most Important Point is Improvement, and in Dietetics Cleanliness. Science always insists on these Maxims.

Groundnut or Peanut Oil can be used as a substitute for Olive Oil, Butter or Lard, but when Slightly Dirty is injurious to health.

In China, by the Ordinary Methods of Extraction, Dirt and Dust are not guarded against. Our Method shows a great advance. By the use of New Machinery and New Methods Scrupulous Cleanliness is Assured.

Our Machinery during the Process Filters the Oil, while our Factory is Free from Dust. Our Oil is Clear, Sweet and Fragrant; and Compares most favourably with other Oils used for Culinary purposes; there is no residue.

Prices are moderate so as to induce new business.

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Office:—No. 28, Connaught Road West, HONGKONG.

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This Sole Proprietorship of this concern belongs entirely to a Chinese Citizen.

PRINCE OF WALES AND THE WORLD'S PEACE PRINTERS' PENSIONS.

The Prince of Wales honoured the Printers' Pension Almshouse and Orphan Asylum Corporation with his presence at their annual festival dinner at Connaught Rooms, recently. The effect of his Royal Highness' presence was to bring together what was probably a record company in respect of number. The Prince sat on the right hand of the chairman, Major the Hon. Waldorf Astor, M.P., and responded to the toast, "The World's Peace," which had been proposed by the Earl of Reading, Lord Chief Justice of England.

The Printers' Pension Corporation it may be indicated, distributes £12,000 a year in benefits, and there are now over 1,000 recipients. It is now helping the children of printers fallen in the war, whose number is estimated at 3,000. It was announced during the evening that the record subscription of £23,188 had been raised. A further announcement which gave great satisfaction was that the Prince of Wales had consented to be president of the corporation next year.

The President proposed "His Majesty the King," which was honoured with great enthusiasm, followed by the singing of the National Anthem.

The Queen, Queen Alexandra, the Prince of Wales, and the other members of the Royal Family were next submitted from the chair, and heartily responded to the company joining in singing "God Bless the Prince of Wales."

Proposing "The Printers' Pension Corporation," the President reminded the company of the debt which the public owed to the printers. There was not a single progressive public development in the civilised world which had not profited by printing. (Hear, hear.) It was to the printers the public looked for the least bit of news during the war. It was through the printing trade that they kept in touch with their common ideas throughout the world. They were all looking to new worlds and a new horizon. He believed in the attainment of that new civilisation and the high ideals which united the Anglo-Saxon people, and in the attainment of their high purpose and diffusion of knowledge the printers' trade would be a material factor. (Cheers.)

A KEY INDUSTRY.

Lord Burnham, responding to the toast, said their trade was not only a trade of skill, it was a trade of intellect. They were always talking in the jargon of the war of essential trades and key industries. There was not only an essential trade, there was the master key of them all. In the City they had always kept the master key in safe keeping, and in the art of printing the country stood well. But there was printing work of certain kinds, such as the printing of music, which they had left to foreign and unfriendly hands. Music printing had been such a monopoly of Leipzig. Colour printing was not free from foreign predominance. In Germany, even during the war, art printing was ahead of our own, and in America it was being linked up with many trades, especially for women's eyes, with a wonderful effectiveness. They must see to it that we rounded off our trade in great spheres of printing, where no natural limitation could justify our deficiency. He mentioned this because, as a London printer of the third generation, he was jealous of the efficiency of their craft before the world and against the world. (Cheers.)

A JUST PEACE.

The Earl of Reading, proposing "The World's Peace," said the world longed for a peace of justice, a peace that it was entitled to, a peace that would give security for the future. The first thought that would spring to the minds of men would be "Thank God, the dead have not fallen in vain." We were on the verge of a new era in the world's civilisation. He believed that the League of Nations Convention marked a great new era for the world, a desire to settle national disputes by the arbitration of reason and justice instead of by arms; marching against each other. That in itself was a great event. It might prove a potent and effective force for the maintenance of the world's peace. Whether it did so or not depended not so much upon the representatives of the people assembled in Paris as upon the peoples themselves. They must be ready to back it up, to maintain it, to support it, to make it effective, so that in the end it might be that which its most ardent advocates wished. (Cheers.) In conclusion the Earl of Reading said they had had the inestimable advantage of the presence at that dinner of the Heir to the Throne. (Cheers.) His Royal Highness had indeed played a princely part in recent years. No nobler part could be played by the Heir to the Throne than to share intimately the joys and sorrows of the people. (Cheers.) The truest and best interest of the Crown was to foster and promote the interests of the people. In our present Constitution there was no division between the interests of the Crown and the interests of the people. If any one had any doubts upon that point those doubts must have been dispelled by the part taken by his Majesty and the Royal Family throughout the war. (Cheers.) Of the Prince of Wales he said in all earnestness that never did a prince do more to win the best of favours, the people's favour, than by engaging now that the war was practically ended, in the activities of peace in order that he might be able to play his part in the great reconstruction of the Empire. (Cheers.)

THE PRINCE'S REPLY.

The Prince of Wales, who was received with great enthusiasm, said, in response: "Mr. President, my lords, and gentlemen: It is a very great pleasure to me to be present at this wonderful dinner, and to be associated with the Printers' Pension Corporation. I very much appreciate the invitation to be your next president. (Cheers.) I can assure you that I am looking forward very much indeed to presiding at next year's dinner. (Cheers.) Although I am very difficult in rising to respond to a toast of this importance, I hope the fact of my being here to-night as your next president will justify my saying a few words upon the subject on which Lord Reading has just made such a magnificent speech. (Cheers.) I am sure that everyone here will share my regret at the absence of the American Ambassador, who was also to have replied to this toast. (Hear, hear.)

It is difficult to realise that the time has come when we can drink the toast of the world's peace. We must be thankful that this means the triumph of those principles which we firmly believe to be just and true, and the foundation of all that makes for the progress of civilisation. (Hear, hear.) I wonder what conditions the Germans would have imposed upon us if they had triumphed. (Prolonged cheers.) I expect their peace terms are still pigeonholed in their Foreign Office at Berlin. (Laughter.) They would make very interesting readings. (Laughter.) In any case we should all have been put to a great deal of inconvenience. (Renewed laughter.) Just picture to yourselves the horror with which British printers would have received their orders to set up proclamations and such-like disagreeable documents of the German type. (Laughter.) We are saved from the realisation of that nightmare, and can take comfort in the fact that a large staff of British printers are now duly engaged in producing an excellent English newspaper in Cologne. (Cheers.)

Now that peace is secured, we have not only to preserve it, but to repair the devastations of the past four and a half years. It is a gigantic task, only to be achieved by the same methods by which we secured the victorious end of the war. We need the same wisdom, the same patience, energy, and courage, and above all, unity. (Cheers.) Let us hope that the League of Nations may prove an effective means of securing the world's peace in the future, and of adjusting international disputes without the clash of arms. Let it be said that in the immediate task of national and international reconstruction Britain, while saving herself by her exertions, helped to serve humanity, by her example. In the process of restoration there will naturally be difficulties and setbacks, but it is only true to the best in ourselves, I feel sure that the eventual triumph of our efforts in peace will follow the victory of the Allied forces in the war.

I am very glad to see Mr. Hawker as our guest to-night. I know that Lieutenant Commander Grove was also invited, but owing to indisposition he was unable to attend. I know that you will all join with me in giving to both our hearty congratulations on their very plucky attempt by the Atlantic and on their safe return to England. (Cheers.) Had it not been for very bad luck, I feel sure that the aim would have been achieved, as we know that it very nearly was. (Cheers.) I want to thank the president, Lord Burnham, and Lord Reading for the very nice things they have said about his Majesty the King and the Royal Family, and also about myself. As a sentiment I want to thank you most sincerely for having kind and cordial reception that you have given me. (Prolonged cheers, followed by the company singing "For he's a jolly good fellow.")

MR. HAWKER AND AMERICA.

Mr. Kennedy Jones, M.P., proposed "Our Guests," which was replied to by Sir L. Worthington-Evans (Minister of Pensions). Mr. Henry Hawker also responded. He said he did not think there was any real cause for the flattering remarks that had been made about him. His endeavour had been to put the British Empire foremost in aviation. (Cheers.) The real glory of that did not belong to him. It belonged to the Americans, who were the first to cross the Atlantic, although it was done in two hops. (Laughter.) Later on, perhaps this year, we would have the glory of seeing an Englishman, with an English-built machine, being the first across the Atlantic in one hop. (Cheers.) His earnest desire was to see the Americans, with the N.C. boat and their crews, at Plymouth getting as warm a reception as the British public gave him when he arrived.

GERMAN SPY NEARLY LYNCHED.

GERMAN TERRORIST PLOTS IN SWITZERLAND.

[BY H. PATRICK DEVITT, "DAILY EXPRESS" CORRESPONDENT.]

GENEVA, June 28th.—The notorious German spy, Dr. Pries, was almost lynched at Zurich yesterday by Italian Anarchists as he was leaving a café. His head and several ribs were smashed, and he was taken to hospital. He is not expected to recover. Dr. Pries, who was in the British secret inquiry service at Paris before the war, was the first German witness heard at the trial of twenty-eight Hun secret service agents now being heard by the Swiss Federal Court at Zurich. He stated that since 1911 Germany had been fostering a revolution in India, bringing subsidised Hindu students to Berlin University for that purpose. He admitted that a case of bombs was brought to his house at Zurich, and gave evidence of a plot to kill the Aga Khan, a friend of Britain, who, however, escaped from Switzerland.

When the hearing of the trial was resumed, the Swiss Attorney-General, Dr. Staempfli, said that Germany had maintained in Switzerland a terrorist service in order to bribe and gain the help of Italian Anarchists, with the object of organising a revolution in Italy. Consequently, she had grossly violated Swiss neutrality, and used Switzerland as a plaything. When Germany knew that she was beaten, her Army command ordered explosives to be placed in the hands of Anarchists in the hope of a universal revolution beginning on Swiss territory. "This proves with what power the revolutionary propaganda was conducted by these foreign blackguards in our country," declared the Attorney-General, who added that only the energetic intervention of the Federal Judge succeeded in preventing this Anarchist plot.

Speaking about the accused Hindus, Dr. Staempfli said that the Swiss Government should demand their extradition. He declared that Germany had abused the international law concerning the freedom of diplomatic couriers, by permitting them to bring explosives in diplomatic bags, and be concluded by reading an article in the *Munchener Post* by Herr Muller, the present German Minister at Bern, who exposed the underhand plotting of the terrorist service in Switzerland which was conducted by German Military Headquarters. The verdict is not expected until the end of the week. Further international revelations are expected.

G. R. NOTICE.

ALL PERSONS, with the exception of those of Chinese race desiring to leave the Colony should apply in person between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily, at the PASS OFFICE, POST OFFICE BUILDING.

Applicants will be required to produce Passports or identification papers.

All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE, 1916.

Forms of Registration, giving the particulars required may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.

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THE LUNA PARK.

A BIG MONEY-MAKING PROPOSITION.

Formerly run by Mr. BENN.

CONSISTING of a Modern Carousel or Merry-Go-Round to carry Sixty four persons, including Automatic Organ worked by Electricity, Ocean or Circling Wave with Organ and Motor, Joy Wheel with Motor and Magneto, Base Ball or Doll Hitting Amusement Show, Dart Gallery, Laughing Gallery of Quaint Mirrors with Automatic Electrically worked Piano, Shooting Gallery with set of diverse Targets, Punching or Strength Testing Machine, One Marshall and Sons' Steam Engine, two Gasoline Motors and a Cinema Tent.

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A New Shipment direct from

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司 Swatow Drawn Thread Work, 順
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ALL DEPARTMENTS of the above are now OPEN for extensive repairs. Reading and Writing Rooms, Billiard Room (two tables), Restaurant, Concert Hall and Meeting Room.
Sleeping Accommodation—33 Cabins and 70 Beds in Dormitories.
All men of the Mercantile Marine, H.M. Navy and Army are welcome to use the Institute. (110)

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.

FROM CALCUTTA—PENANG AND SINGAPORE.

THE Steamship "FOOKSANG"

having arrived from above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained. Goods not cleared by July 30th, will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival; otherwise they will not be recognized. No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers. Hongkong, July 24th, 1919. (1037)

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON,
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RANEAN PORTS AND
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THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, AMERICAN, COCHIN, HIND,
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THE Homeward Mail Steamer

"DILWARA" carrying His Majesty's Mail will be dispatched from this port about JULY 30th, 1919, taking Cargo for the above Ports. Passenger accommodation in the connecting vessel S.S. NANKIN for MARSEILLES and LONDON secured before departure from Hongkong.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at the Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

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SHIPPING NEWS

ARRIVALS

July 25th.

Nampan, Portuguese str., 235 tons, Capt. Costa, from Hoihow, with a general cargo. Tai Fung & Co.

July 26th.

Alcora, Chinese str., 208 tons, Capt. Leung Hing, from Hoihow, with a general cargo. Chiat On.
 Hung Sing, British str., 1,550 tons, Capt. Holmwood, from Canton, with a general cargo. J. M. & Co.
 Hupet, British str., 1,995 tons, Capt. Barkus, from Bangkok and Swatow, with a general cargo. B. & S.
 Nagoya, British str., 4,240 tons, Capt. Norman, from London, with a general cargo. Mackenzie & Co.
 Sunning, British str., 1,370 tons, Capt. Benson, from Canton, with a general cargo. B. & S.

July 27th.

Dilwara, British str., 3,460 tons, Capt. Babbs, from Shanghai, with a general cargo. Mackenzie & Co.
 Hokuto Maru, Japanese str., 2,260 tons, Capt. Suzuki, from Moji, which port she left on July 21st, with a general cargo. Dordwell & Co.
 Kanyok, Chinese str., 1,335 tons, Capt. Stewart, from Shanghai, which port she left on July 23rd, with a general cargo. C. M. S. N. Co.
 Nihon Maru, Japanese str., 3,070 tons, Capt. Yamazaki, from Nagasaki, which port she left on July 22nd, with a general cargo. N.Y.K.
 Shin Yee, Chinese str., 851 tons, Capt. Puchert, from Chifu, which port she left on July 26th, with a general cargo. Sam Poh S.S. Co.
 Sakai Maru, Japanese str., 1,006 tons, Capt. Inoue, from Swatow, with a general cargo. O.S.K.

PASSENGERS

ARRIVALS

Per s.s. *Nagoya*, on July 26th:—Mr. J. B. Clark, Mr. F. R. Lanfesty, Mr. A. B. Clark, Mr. J. L. Speed, Mr. R. McFall, Mr. T. J. Wilson, Mr. G. W. Andrew, Mr. C. F. Alexander, Mr. K. W. Murphy, Mr. E. Johnston, Eng. Comdr. and Mrs. Sampson, Lieut. J. W. Scott, Pay Sub. Ead, Mrs. Gill, Mr. and Mrs. Prickett, Miss Prickett, Gr. P. Farrant, Lieut. D. Blenkinson, Lieut. A. W. Daily, Lieut. L. S. Greenhill, Sergt. C. Sutherland, Pte. E. Taylor, Gr. Vaughan, Sergt. and Mrs. W. H. Bell, Capt. Openshaw, Sec. Lieut. and Mrs. Hawe, Pte. Cullen, Pte. and Mrs. Didsbury, Driver Kennedy, Pte. Logan, Lieut. Corpl. and Mrs. Millington, Pte. Parfina, Corpl. and Mrs. Phillips, Pte. Wilkie, Mr. K. W. Lane, Mr. J. J. White, Lieut. Col. and Mrs. W. Loring, Miss Moody, Major Downing, Major C. H.

Sturgees, Capt. and Mrs. P. H. Davis, Lieut. Jones, Capt. and Mrs. C. C. Bristow, Lieut. and Mrs. L. R. J. Dale, Major and Mrs. Kirkpatrick, Miss Gee, Sec. Lieut. H. G. White, Mrs. Tidey, Mrs. Richmond, Mrs. J. Smith, Mrs. T. R. Parson, Mrs. Godfree, Miss R. M. Newman, Mrs. Wilson, Mr. and Mrs. Pathyjohn, Mr. and Mrs. Gibbons, Mrs. H. Laws, Sergt. and Mrs. Anderson, Mrs. Prior, Mr. J. J. Blake, Miss Blake, Mrs. R. Thomson, Mr. Y. Huania, Mrs. Blake and Mr. and Mrs. A. A. Allan.
 Per s.s. *Dilwara*, on July 27th:—Lieut. Newman, Mr. E. G. Byrne, Mr. M. Canisio, Mr. Dove, Mr. J. J. Meyer, Mr. E. Fernobon, Mr. J. B. Grant, Mr. J. O. Sheppard, Mr. Murrum, Mrs. Meyer, Mr. V. R. Still, Mr. F. Woolfe, Mr. S. Stienman, Capt. Goode, Mr. J. Rehman, Mr. H. Y. Foch, Mr. Monk, Mr. R. Howard, Mr. and Mrs. J. C. Stone and Mr. C. M. Smith.

SHIPPING MOVEMENT

The N.Y.K. s.s. *Trishin Maru* (Bombay line) left Moji for this port on July 26th, and is expected here on July 31st.

WEATHER REPORT

July 26th, 12.55.—Warning to Hongkong and Phulien.—Typhoon in Lat. 19 deg. N. Long. 113 deg. E. direction W.N.W. at 8 to 12 miles per hour.

July 27th, 11.35.—Warning to Hongkong, Canton, Macao and Phulien.—Typhoon in Lat. 19 deg. N. Long. 111 deg. E. direction W.N.W. at 8 to 12 miles per hour.

July 27th, at 12.27.—Northern form Japan (Vladivostok and Weihaiwei). Pressure has decreased slightly to moderately at all reporting stations. The typhoon at 6 a.m. this morning was situated to the east of Hainan, moving slowly W.N.W. Another typhoon has formed to the east of Hainan. It appears to be moving W.N.W.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 2.53 inch. Total since January 1st, 40.54 inches, against an average of 49.75 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast
Hongkong to Gap Rock	E. to N.E. cal., moderating; occasional rain.
Formosa Channel	(N.E. winds, freshening.
South Coast of China between East winds.	
Hongkong and Lamocks	moderate.
South Coast of China between Hongkong and Hainan	Cyclonic gales.

FOR COLOMBO VIA SINGAPORE

THE s.s. "SODEGAURA MARU" will be despatched at above on or about July 27th.

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REGULAR FORTNIGHTLY SERVICE BETWEEN
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STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIKINI	JAVA	25th July	25th July	SHANGHAI
TJILIWONG	JAVA	28th July	3rd Aug	JAPAN

* Wireless telegraphy.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a daily qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage apply to the

Yok Building, 1st Floor.
 JAVA-CHINA-JAPAN LIJN.
 Telephone No. 1574.

JAVA-PACIFIC-LYN.

FOR SAN FRANCISCO direct

S.S. "BINTANG"

will be despatched as above on or about

1 AUGUST 6th, 1919.

For freight apply to—

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FOR NEW YORK.

AMERICAN ASIATIC S.S. CO.

S.S. "GOTHIC PRINCE"

will be despatched for NEW YORK via PANAMA CANAL on or about
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For Freight and further particulars, apply to—

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SAILINGS FOR
 Marseilles and London
 VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	Leaves Hongkong about	Due Marseilles about	Due London about
"NAGOYA"	28th Aug	23rd Sept.	7th Oct.

FOR
 BOMBAY VIA STRAITS & COLOMBO.

S.S.	Leaves Hongkong about	Due Bombay about
"DILWARA"	30th July, D'light	14th Aug.

FOR
 CALCUTTA VIA STRAITS & RANGOON.

S.S.	Leaves Hongkong about	Due Calcutta about
"NAGOYA"	28th July, Noon	

FOR
 SHANGHAI MOJI KOBE, etc.

S.S.	Leaves Hongkong about	Due Shanghai about
"NAGOYA"	28th July, Noon	

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THE EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LTD.

REGULAR SAILINGS OF MAIL STEAMERS FROM
 HONGKONG TO AUSTRALIAN PORTS.

Steamer	For	Date of Arrival	Date and Time of Departure
"ST. ALBANS"	Sydney, via Queensland Ports	30th July	9th Aug., 11 A.M.
"EASTERN"	Melbourne, via Queensland Ports	30th July	26th Aug., 11 A.M.

The above steamers have excellent accommodation for First and Second Saloon Passengers, having been built expressly for Tropical Voyages, and are complete with every modern convenience for Ocean Travelling.

A duly qualified Surgeon and Stewardess are carried on each vessel.

For Passage Rates and further particulars, apply to
 GIBB, LIVINGSTON & CO., AGENTS.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMER	DATE	TIME
YOKOHAMA and KOBE	"FOOKSANG"	Mon., 28th July	5 p.m.
YOKOHAMA and KOBE	"FOSHING"	Tues., 29th July	5 p.m.
SHANGHAI	"LOKSANG"	Thurs., 31st July	D'light
STRAITS & CALCUTTA	"CHASANG"	Thurs., 31st July	3 p.m.
SHANGHAI	"WOSANG"	Fri., 1st Aug.	D'light
MANILA	"YUENSANG"	Fri., 1st Aug.	3 p.m.
KOBE	"KUKSANG"	Sat., 2nd Aug.	3 p.m.
MANILA	"LOONSANG"	Fri., 8th Aug.	3 p.m.

CALCUTTA LINE.—This Line has now been re-organized and affords regular sailings to Calcutta via Singapore and Penang.

Returning from Calcutta steamers proceed via Straits and Hongkong as to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly or passengers and cargo, calling at Hoihow when inducement offers.

BOERNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kadei, Jesselton, Labuan, Tawau and Lahad Dato.

TIENSTIN LINE.—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS. All European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage apply to
 JARDINE MATHESON & CO. LTD., General Managers.

Telephone No. 315.

THE ROYAL MAIL STEAM PACKET CO

OWNERS OF THE "SHIRE" LINE OF STEAMERS.

FOR SAILINGS TO AND FROM THE UNITED KINGDOM AND INTERMEDIATE PORTS.

Please Apply to—
 JARDINE, MATHESON & CO. LTD. Agents.

Telephone No. 315.

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS, BARRERS, ETC.

OFFICIAL PASSENGER AGENTS TO THE PHILIPPINE GOVERNMENT.

TICKETS SUPPLIED to ALL PARTS of the WORLD at Tariff Rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

BAGGAGE collected, forwarded and insured at lowest rates.

Cook's "FAR EASTERN TRAVELLER'S GAZETTE" containing Sailings and fares from the Far East to all parts of the World will be forwarded free on application.

Telegraphic address "COUPON."

THOS. COOK & SON

Telephone No. 315.

Hongkong Hotel Buildings, corner of Polder Street and Des Voeux Road, HONGKONG.

Also: SHANGHAI, PEKING, YOKOHAMA, MANILA.

Chief Offices:—LUDGATE CIRCUS, LONDON, E.C.

CP O S

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki (*Moji) Kobe & Yokohama)

STEAMER	From HONGKONG	Due VANCOUVER
Empress of Asia	Aug. 7	Aug. 25
Monteagle	Aug. 9	Sept. 3
Empress of Japan	Aug. 20	Sept. 10
Empress of Russia	Sept. 4	Sept. 22
Empress of Asia	Oct. 2	Oct. 20
Monteagle	Oct. 7	Nov. 1
Empress of Japan	Oct. 16	Nov. 6
Empress of Russia	Oct. 30	Nov. 17
Empress of Asia	Nov. 27	Dec. 15
Monteagle	Dec. 11	Jan. 9
Empress of Japan	Dec. 11	Jan. 1
Empress of Russia	Dec. 25	Jan. 12

FARES HONGKONG TO UNITED KINGDOM

"EMPEROR OF RUSSIA" Gold \$491 Subject to change

"EMPEROR OF ASIA" Gold \$436 without notice.

"EMPEROR OF JAPAN" Gold \$436 without notice.

"MONTEAGLE" Gold \$436 without notice.

CANADIAN NEW TRAIN DE LUX "THE TRANS-CANADA LIMITED" Vancouver to Montreal 10 1/2 hours.

For particulars regarding passage: For freight rates and through bills of lading, apply to the General Agent, Passenger Dept. J. H. W. & Co., Ltd., 110, Queen's Road, Hongkong.

HONGKONG.

CANADIAN PACIFIC OCEAN SERVICES

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.N. Shipper Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"WESTERN KNIGHT" ... About August 15th.

"ELDERIDGE" ... August 15th.

"WEST ISLAY" ... Late August.

"WEST HEPBURN" ... Middle September.

For PORTLAND direct.

"COAXET" ... About August 25th.

Through Bills of Lading issued to Overland Common Ports.

For Freight and Particulars apply to

THE ADMIRAL LINE.

JOHN J. GORMAN, GENERAL AGENT.

Telephone 2477 & 2478. Fifth Floor, HOTEL MANSIONS.

Y. K. K.



YAMASHITA KISEN KAISHA

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1...

NANYO MARU No. 2...

NANYO MARU No. 3...

SODEGAURA MARU...

KYODO MARU No. 13...

TAMON MARU No. 1...

ASOAN MARU...

CHEIAN MARU...

REGULAR SERVICE FOR

FREIGHT BETWEEN

HONGKONG, BANGKOK

AND OR

SINGAPORE.

FOR PARTICULARS PLEASE APPLY TO—

M. KOBAYASHI,

Agent,

Top Floor, King's Building,

112

KUHARA SHOJI KAISHA, LD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (KOBE).

Branches and Representatives:—

TOKYO, OSAKA, LONDON, NEW YORK, PARIS, BOEN, HANKOW, PORT SAID, CALLED, HAYAMA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAWAU, BANGKOK, RAIGON, VLADIVOSTOK, SHANGHAI and TAIPEI.

Taking Cargo on through Bills of Lading to Pacific Coasts, Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

OHU KYOKU TRADING Co.,

M. HASHIMOTO,

General Agents.

Telephone No. 2108.

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transports from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
Managing Agents.

"ELLERMAN" LINE.

(RUBENMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to Messrs. & Co., Canton.

THE BANK LINE, LIMITED.
(General Agents.)

P. & O. - BRITISH INDIA & APCAR LINES

(COMPANIES incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Due at Marseilles about	Due at London about
NAGOYA	28th Aug.	25th Sept.	7th Oct.

FOR BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due at Bombay about
DILWARA	30th July, 11 light	14th Aug.

Will take a limited number of passengers for Marseilles and London with transshipment at Bombay.

FOR CALCUTTA VIA STRAITS & RANGOON.

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about
NAGOYA	28th July, Noon.

Tickets Interchangeable.

P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge. Steamers and sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO.,
32, Des Voeux Road Central, HONGKONG. Agents.

N. Y. K. NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee and St. Paul Railways.

SUWA MARU ... Tuesday, 5th Aug., at 11 a.m.

KASHIMA MARU (calling Manila) ... Friday, 23rd Aug., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

KITANO MARU (calling Malacca) ... Friday, 8th Aug., at Noon.

INABA MARU ... Friday, 22nd Aug., at Noon.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU ... Monday, 28th July, at 11 a.m.

AKI MARU ... Wednesday, 20th Aug., at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

BOMBAY & COLOMBO via Singapore.

TENSHIN MARU ... Thursday, 31st July.

TOTOMI MARU ... Tuesday, 12th August.

CALCUTTA & RANGOON via Singapore & Penang.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Saturday, 23rd Aug., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

IYO MARU ... Wednesday, 6th Aug., at 11 a.m.

KOSOKU MARU ... Wednesday, 13th Aug.

ATSUTA MARU ... Tuesday, 19th Aug., at 11 a.m.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, South American ports via Cape, etc.).

AWA MARU (London & Antwerp) ... Monday, 4th August.

For further information apply to—NIPPON YUSEN KAISHA,
32, Des Voeux Road Central, HONGKONG. Agents.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Leave Hongkong
SIBERIA MARU	July 29th.
SHINYO MARU	Aug. 13th.
PERSIA MARU	Aug. 28th.
KOREA MARU	Sept. 10th.
NIIPPON MARU	Sept. 25th.

SOUTH AMERICA LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN PEDRO, SALINO, CRUZ, BALBOA, PANAMA, COLON, and IQUIQUE.

THENCE BY TRANS-ANDREAN ROUTE TO LOS ANGELES.

Steamer	Leave Hongkong
ANYO MARU	July 29th.
SEIYO MARU	Aug. 13th.

Tickets are interchangeable with the CANADIAN PACIFIC and the PACIFIC MAIL STEAMSHIP CO. Passengers may travel by Rail between Ports of Call in Japan. For full information as to rates, sailings, etc., apply to—

Telephone 2274 and 2275.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE.
SHANGHAI, KOBE & YOKOHAMA	"PORTHOS" ... 20,000	On or about 18th Aug.
	"PAUL LECAT" ... 22,000	On or about 14th Sept.
	"SPHINX" ... 20,000	On or about 11th Oct.

MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ, PORT SAID	"ANDRE LEBON" ... 22,000	On or about 24th Aug.
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ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

J. TOURTET,
Acting Agent,
Queen's Building,
Telephone 740.

O. S. K. OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON and ANTWERP—Monthly direct service via Singapore and Port Said.

"AMAZON MARU" ... Tuesday, 12th August.

"ALTAI MARU" ... Friday, 31st August.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN AND CAPE TOWN via SINGAPORE.

"HAWAII MARU" ... End of July.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"KASADO MARU" ... Wednesday, 13th August.

SAIGON BANGKOK, SINGAPORE—Regular Monthly service.

"UNNAN MARU" ... Friday, 1st August.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z., and ADELAIDE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"AFRICA MARU" ... Monday, 19th August.

JAPAN PORTS—Mito, Kobe, Yokkaichi, Yokohama.

"BURMA MARU" ... Thursday, 31st July.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

For TAKAO via SWATOW AND AMOY.

"SOSHU MARU" ... Thursday, 31st July, at 9 a.m.

For KEELUNG via SWATOW AND AMOY.

For sailing dates and further particulars please apply to—

Y. YASUDA,
Manager,
No. 1, Queen's Building.

Telephone 744 and 745.

Telephone 744 and 745.

Telephone 744 and 745.

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C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamer To Sail

HONGKONG and BANGKOK ... "LUCHOW" ... On 29th July, 11 A.M.

SHANGHAI ... "SINKIANG" ... On 30th July, 4 P.M.

MANILA, CEBU & ILOILO ... "TAMING" ... On 8th Aug., 3 P.M.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.

Excellent Saloon accommodation. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, Agents.

Telephone 36.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR SWATOW, AMOY AND FOOCHEW AND RETURN.

(Occupying 8 to 10 Days).

"HAIHONG"	Capt. J. W. Ewans	TUESDAY, 29th July, at 1 P.M.
"HAIKUN"	Capt. A. H. Stewart	FRIDAY, 1st Aug., at 1 P.M.
"QUINBAUG"	Capt. J. Medina	TUESDAY, 5th Aug., at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Hake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,

General Manager.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS

"ECUADOR," "VENEZUELA" AND "COLOMBIA,"

HONGKONG TO SAN FRANCISCO,

VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

THE SUNSHINE BELT.

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

The S.S. "WEST COLOB" will sail from this port on or about August 10th, for the usual ports of call.

S.S. "COLOMBIA"	Aug. 12th, 1919.
S.S. "VENEZUELA"	Sept. 10th, 1919.
S.S. "ECUADOR"	Oct. 6th, 1919.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable state-rooms (all single and two berth only).

The Safety and Comfort of Passengers is our first consideration. Special care is given to the Cabin, and the attendance on passengers cannot be surpassed.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC COAST EXAMINERS, LTD. For further information rates, literature, schedules, etc., apply to

Telephone 41. COMPANY'S OFFICE in Alexander Building, Queen's Road.

